Exhibit 300: Capital Asset Plan and Business Case Summary

Part I: Summary Information And Justification (All Capital Assets)

Section A: Overview (All Capital Assets)

1. Date of Submission: 2010-03-17 15:25:37

2. Agency: 021

3. Bureau: 12

4. Name of this Investment: FAAXX607: Terminal Automation Modernization and Replacement (TAMR)

5. Unique Project (Investment) Identifier: 021-12-01-11-01-1160-00

6. What kind of investment will this be in FY 2011?: Mixed Life Cycle

- Planning
- Full Acquisition
- Operations and Maintenance
- Mixed Life Cycle
- Multi-Agency Collaboration

7. What was the first budget year this investment was submitted to OMB? *

8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap; this description may include links to relevant information which should include relevant GAO reports, and links to relevant findings of independent audits.

This investment modernizes and replaces the automation systems that provide air traffic controllers with the information needed to safely and efficiently control air traffic in the terminal environment. Automation systems at nine locations currently present a risk to service due to limitations in system processor capacity and parts obsolescence. As a result, these systems are unable to support future capacity growth projections and new functionality. These operational shortfalls will be rectified by replacing or modernizing the existing automation systems with modern system processing equipment, thereby increasing computer memory and data processing capacity to accommodate additional functionality and support the projected growth in capacity. New color displays help controllers to discern weather intensity better, thereby improving safety. This investment was approved by the JRC in June 2005. The JRC approved a change in strategy in April 2006. The investment replaces Automated Radar Terminal Systems (ARTS) IIEs at West Palm Beach, Pensacola, Anchorage, Corpus Christi, and Wichita with the Standard Terminal Automation Replacement (STARS) system. The latter three were completed in 2007. Pensacola was installed in June, 2009. West Palm Beach is on-hold pending construction of a new tower facility. In FY08, activities involved completion of 4 FDAD replacements for Chicago, Denver, Minneapolis-St. Paul, and St. Louis. Technical refreshment activities enable the Agency to meet future operational requirements and address hardware and commercial end-of-life issues, sustain operational suitability, incorporate future operational requirements, and keep the system running reliably. This effectively closes performance gaps by providing a robust, modern platform with higher availability and capacity and security features not built-in to the legacy systems. There was no DME funding for TAMR Phase 2 work in FY09 & FY10. Our FY11 focus will be sustaining performance by qualifying new components to replenish off-the-shelf components that are becoming obsolete in the deployed systems.

a. **Provide here the date of any approved rebaselining within the past year, the date for the most recent (or planned)alternatives analysis for this investment, and whether this investment has a risk management plan and risk register.**

9. Did the Agency's Executive/Investment Committee approve this request? *

a. **If "yes," what was the date of this approval?** *

10. Contact information of Program/Project Manager?

- **Name:** *
- **Phone Number:** *
- **Email:** *

11. What project management qualifications does the Project Manager have? (per FAC-P/PM)? *

- Project manager has been validated according to FAC-PMPM or DAWIA criteria as qualified for this investment.
- Project manager qualifications according to FAC-P/PM or DAWIA criteria is under review for this investment.
- Project manager assigned to investment, but does not meet requirements according to FAC-P/OM or DAWIA criteria.
- Project manager assigned but qualification status review has not yet started.
- No project manager has yet been assigned to this investment.

12. If this investment is a financial management system, then please fill out the following as reported in the most recent financial systems inventory (FMSI):

Financial management system name(s)	System acronym	Unique Project Identifier (UPI) number
*	*	*

a. **If this investment is a financial management system AND the investment is part of the core financial system then select the primary FFMIA compliance area that this investment addresses (choose only one):** *

- computer system security requirement;
- internal control system requirement;
- core financial system requirement according to FSIO standards;
- Federal accounting standard;
- U.S. Government Standard General Ledger at the Transaction Level;
- this is a core financial system, but does not address a FFMIA compliance area;
- Not a core financial system; does not need to comply with FFMIA

Section B: Summary of Funding (Budget Authority for Capital Assets)

1.

Table 1: SUMMARY OF FUNDING FOR PROJECT PHASES (REPORTED IN MILLIONS)
(Estimates for BY+1 and beyond are for planning purposes only and do not represent budget decisions)

	PY1 and earlier	PY 2009	CY 2010	BY 2011	BY+1 2012	BY+2 2013	BY+3 2014	BY+4 and beyond	Total
Planning:	*	*	*	*	*	*	*	*	*
Acquisition:	*	*	*	*	*	*	*	*	*
Subtotal Planning & Acquisition:	*	*	*	*	*	*	*	*	*
Operations & Maintenance:	*	*	*	*	*	*	*	*	*
Disposition Costs (optional):	*	*	*	*	*	*	*	*	*
SUBTOTAL:	*	*	*	*	*	*	*	*	*
Government FTE Costs should not be included in the amounts provided above.									
Government FTE Costs	*	*	*	*	*	*	*	*	*
Number of FTE represented by Costs:	*	*	*	*	*	*	*	*	*
TOTAL(including FTE costs)	*	*	*	*	*	*	*	*	*

2. If the summary of funding has changed from the FY 2010 President's Budget request, briefly explain those changes:

*

Section C: Acquisition/Contract Strategy (All Capital Assets)

1.

Table 1: Contracts/Task Orders Table

Contract or Task Order Number	Type of Contract/Task Order (In accordance with FAR Part 16)	Has the contract been awarded (Y/N)	If so what is the date of the award? If not, what is the planned award date?	Start date of Contract/Task Order	End date of Contract/Task Order	Total Value of Contract/Task Order (M)	Is this an Interagency Acquisition? (Y/N)	Is it performance based? (Y/N)	Competitively awarded? (Y/N)	What, if any, alternative financing option is being used? (ESPC, UESC, EUL, N/A)	Is EVM in the contract? (Y/N)
DTFAWA-08-C-00009	T&M	Y	1999-07-13	1999-07-13	2010-08-16	$5.2	*	*	*	*	*
DTFA01-96-C-03008	CPFF	Y	2009-10-01	2009-10-01	2011-03-31	$1.7	*	*	*	*	*

2. If earned value is not required or will not be a contract requirement for any of the contracts or task orders above, explain why:
*

3. Is there an acquisition plan which reflects the requirements of FAR Subpart 7.1 and has been approved in accordance with agency requirements? *

a. **If "yes," what is the date?** *

Section D: Performance Information (All Capital Assets)

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2006	Safety	*	*	Define requirements for 9 TAMR sites display upgrade/ replacement.	9 TAMR sites identified for display upgrade/ replacement.	4 Display upgrades required for IIIE sites. 5 STARS systems required for IIE sites.	Requirements specification developed for 9 TAMR sites in FY06-07.
2006	Safety	*	*	Number of IIIE sites that need NTSB safety recommendations incorporated	4 IIIE FDAD sites do not meet NTSB safety recommendations due to lack of display memory.	4 IIIE FDAD sites upgraded to meet NTSB safety recommendations.	4 upgraded IIIE FDAD sites are becoming operational in Q3-Q4 FY08.
2006	Safety	*	*	Aircraft Direct Operating Costs (ADOC) Benefits	Aircraft Direct Operating Costs (ADOC) Benefits = 0 (Reference Case)	Aircraft Direct Operating Costs (ADOC) Benefits = $100K	Actual results will not be available until Jan-11
2006	Safety	*	*	Passenger Value of Time (PVT) Benefits	Passenger Value of Time (PVT) Benefits = 0	Passenger Value of Time (PVT) Benefits = $100K	Actual results will not be available until Jan-10
2006	Safety	*	*	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.	Number of general aviation and nonscheduled Part 135 fatal accidents is 385, which represents the average number of fatal accidents for baseline period of 1996-1998.	Contribute to a reduction in general aviation and nonscheduled Part 135 fatal accidents to no more than 325 over a three-year period.	Actual results will not be available until Jan-11
2006	Safety	*	*	System Availability	System Availability is: ARTS IIIE - 99.95% STARS - 99.996	Maintain availability of greater than 99%.	Availability maintained is: ARTS IIIE - 99.98STARS - 99.996 for FY05 toFY07
2006	Safety	*	*	Number of TAMR sites identified at risk due to the site's anticipated traffic load.	Processor utilization evaluated at 115 TAMR sites.	TAMR sites determined at risk will be identified to be upgraded to provide data processing capacity increased to accommodate anticipated traffic loads.	9 out of 115 TAMR sites identified for processor upgrades.
2007	Safety	*	*	Number of TAMR sites with display upgrade/ replacement.	9 TAMR sites identified for display upgrade/ replacement.	Install 3 of 9 display systems upgrade/ replacement.	7 of 9 installed by Jul 2008

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2007	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = $27.4 M	Operating cost of legacy systems continued
2007	Safety	*	*	Aircraft Direct Operating Costs (ADOC) Benefits	Aircraft Direct Operating Costs (ADOC) Benefits = 0 (Reference Case)	Aircraft Direct Operating Costs (ADOC) Benefits = $100K	Actual results will not be available until Jan 10
2007	Safety	*	*	Passenger Value of Time (PVT) Benefits	Passenger Value of Time (PVT) Benefits = 0	Passenger Value of Time (PVT) Benefits = $100K	Actual results will not be available until Jan-10
2007	Safety	*	*	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.	Number of general aviation and nonscheduled Part 135 fatal accidents is 385, which represents the average number of fatal accidents for baseline period of 1996-1998.	Contribute to a reduction in general aviation and nonscheduled Part 135 fatal accidents to no more than 325 over a three-year period.	Actual results will not be available until Jan-11
2007	Safety	*	*	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	FAA requirement for Availability is greater than 99%. ARTS IIIE - 99.95% STARS -99.996	Maintain availability of greater than 99%.	Actual results will not be available until Jan-10
2007	Safety	*	*	Number of sites that need processor upgrades to accommodate anticipated traffic loads.	9 TAMR sites require processor upgrades to accommodate anticipated traffic loads.	3 of 9 TAMR sites received processor upgrades.	3 of 9 sites received upgrades by Jan 2008
2008	Safety	*	*	Number of TAMR sites with display upgrade/ replacement.	6 TAMR sites identified for display upgrade/ replacement.	Install 3 of 6 display systems upgrade/ replacement.	7 of 9 installed by Jul 2008
2008	Safety	*	*	Cost Avoidance base on avoiding capacity reductions at each airport resulted in savings in terminal area	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = $27M	7 of 9 completed by August 2008

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				delays			
2008	Safety	*	*	Aircraft Direct Operating Costs (ADOC) Benefits	Aircraft Direct Operating Costs (ADOC) Benefits = 0 (Reference Case)	Aircraft Direct Operating Costs (ADOC) Benefits = $100K	Actual results will not be available until Jan-11
2008	Safety	*	*	Passenger Value of Time (PVT) Benefits	Passenger Value of Time (PVT) Benefits = 0	Passenger Value of Time (PVT) Benefits = $100K	Actual results will not be available until Jan-10
2008	Safety	*	*	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.	Number of general aviation and nonscheduled Part 135 fatal accidents is 385, which represents the average number of fatal accidents for baseline period of 1996-1998.	Contribute to a reduction in general aviation and nonscheduled Part 135 fatal accidents to no more than 325 over a three-year period.	Actual results will not be available until Jan 2013 (3 years after last install
2008	Safety	*	*	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	FAA requirement for Availability is greater than 99%. ARTS IIIE - 99.95% STARS -99.996	Maintain availability of greater than 99%.	Actual results will not be available until Jan-10
2008	Safety	*	*	Number of sites that need processor upgrades to accommodate anticipated traffic loads.	6 TAMR sites require processor upgrades to accommodate anticipated traffic loads.	3 of 6 TAMR sites receive processor upgrades?	total of 7 sites received processor upgrades by end of FY 2008
2009	Safety	*	*	Number of TAMR sites with display upgrade/ replacement.	9 TAMR sites identified for display upgrade/ replacement.	Identify replace-to-upgrade mix.	51 identified for replacement; 4 identified for upgrade
2009	Safety	*	*	On time arrivals	On time arrivals for the 35 Operational Evolution Plan (OEP) airports were at 87.2% in FY04.	TAMR contributes to the NAS goal of improvement in on time arrivals (from 87.4% to 87.7%, between FY09 and FY10)	NOT MET YET: Actual results will not be available until Jan-10
2009	Safety	*	*	Cost Avoidance, based on avoiding capacity reductions at each airport, resulted in savings in terminal area	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = $29M	NOT MET YET: Actual results will not be available until Jan-10

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				delays			
2009	Safety	*	*	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	FAA requirement for Availability is greater than 99%. ARTS IIIE - 99.95% STARS -99.996	Maintain availability of greater than 99%.	NOT MET YET: Actual results will not be available until Jan-10
2009	Safety	*	*	Aircraft Direct Operating Costs (ADOC) Benefits	Aircraft Direct Operating Costs (ADOC) Benefits = 0 (Reference Case)	Aircraft Direct Operating Costs (ADOC) Benefits = $100K	NOT MET YET: Actual results will not be available until Jan-11
2009	Safety	*	*	Passenger Value of Time (PVT) Benefits	Passenger Value of Time (PVT) Benefits = 0	Passenger Value of Time (PVT) Benefits = $100K	NOT MET YET: Actual results will not be available until Jan-10
2009	Safety	*	*	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.	Number of general aviation and nonscheduled Part 135 fatal accidents is 385, which represents the average number of fatal accidents for baseline period of 1996-1998.	Contribute to a reduction in general aviation and nonscheduled Part 135 fatal accidents to no more than 325 over a three-year period.	NOT MET YET: Actual results will not be available until Jan 2011 (3 years after last install
2010	Safety	*	*	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	FAA requirement for Availability is greater than 99%.(ARTS IIIE - 99.95%; STARS -99.996)	Maintain availability of greater than 99%.	Actual results will not be available until Jul-11
2010	Safety	*	*	Number of TAMR sites with display upgrade/replacement	TAMR sites identified for tech refresh	2 TAMR sites identified for tech refresh	Actual results will not be available until Jul-11
2010	Safety	*	*	On time arrivals	On time arrivals for the 35 Operational Evolution Plan (OEP) airports were at 87.2% in FY04.	TAMR contributes to the NAS goal of improvement in on time arrivals (from 87.4% to 87.7%, between FY09 and FY10)	Actual results will not be available until Jan-10
2010	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at	Reference Case (Do nothing scenario) operating costs would be	Cost Avoidance = $27M	Actual results will not be available until Jan-10

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				each airport (resulting in savings in terminal area delays.)	avoided if new automation is placed in the nine (9) sites.		
2010	Safety	*	*	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.	2 TAMR sites identified for tech refresh	At least one of two sites identified prior to 2010	Actual results will not be available until Jan-11
2010	Safety	*	*	Number of TAMR sites with display upgrade/replacement	2 TAMR sites identified for tech refresh	Perform 2 hardware/OS upgrades	Actual results will not be available until Jan-10
2011	Safety	*	*	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	FAA requirement for Availability is greater than 99%.(ARTS IIIE - 99.95%; STARS -99.996)	Maintain availability of greater than 99%.	Actual results will not be available until Jul-12
2011	Safety	*	*	Number of TAMR sites with display upgrade/replacement	6 TAMR sites identified for display upgrade/ replacement.	Install 2 of 6 display systems upgrade/ replacement.	Actual results will not be available until Jul-12
2011	Safety	*	*	On time arrivals	for the 35 Operational Evolution Plan (OEP) airports were at 87.2% in FY04.	TAMR contributes to the NAS goals of (1) improvement in on-time arrivals (from 87.4% to 88.0%)	Actual results will not be available until Jan-12
2011	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays.	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = $27M	Actual results will not be available until Jan-10
2011	Safety	*	*	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.	2 TAMR sites identified for tech refresh	2 TAMR sites identified for tech refresh	Actual results will not be available until Jul-12
2011	Safety	*	*	Number of TAMR sites with display upgrade/replacement	1 TAMR site identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jan-12
2012	Safety	*	*	Availability	FAA	Maintain	Actual results

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
				percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	requirement for Availability is greater than 99%.ARTS IIIE - 99.95%STARS -99.996	availability of greater than 99%.	will not be available until Jul-13
2012	Safety	*	*	Number of TAMR sites with display upgrade/replacement	1 TAMR site identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jan-13
2012	Safety	*	*	On time arrivals	TAMR contribution to the NAS goals of (1) improvement in on-time arrivals (from 87.4% to 87.7%)	TAMR contributes further to the NAS goals of (1) improvement in on-time arrivals (from 87.4% to 88.0%)	Actual results will not be available until Jan-13
2012	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays.	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = $27M	Actual results will not be available until Jan-13
2012	Safety	*	*	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.	TAMR sites identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jul-13
2012	Safety	*	*	Number of TAMR sites with display upgrade/replacement	TAMR sites identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jan-13
2013	Safety	*	*	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).	FAA requirement for Availability is greater than 99%.ARTS IIIE - 99.95%STARS -99.996	Maintain availability of greater than 99%.	Actual results will not be available until Jul-14
2013	Safety	*	*	Number of TAMR sites with display upgrade/replacement	1 TAMR site identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jan-14
2013	Safety	*	*	On time arrivals	TAMR contributes to the NAS goals of (1)	TAMR contributes to the NAS goals of (1)	Actual results will not be available until Jan-14

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
					improvement in on-time arrivals (from 87.4% to 87.7%)	improvement in on-time arrivals (from 87.4% to 88.0%)	
2013	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays.	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = $27M	Actual results will not be available until Jan-14
2013	Safety	*	*	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.	1 TAMR site identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jul-14
2013	Safety	*	*	Number of TAMR sites with display upgrade/replacement	1 TAMR site identified for tech refresh	1 TAMR site identified for tech refresh	Actual results will not be available until Jan-14
2014	Safety	*	*	Number of sites that need hardware and/or operating system (OS) upgrades to accommodate anticipated traffic loads.	1-2 TAMR sites that will require hardware/OS upgrades to accommodate anticipated traffic loads.	2 of 6 TAMR sites receive system upgrades	Actual results will not be available until Jan-10
2014	Safety	*	*	Number of TAMR sites with display upgrade/replacement	next-to-last anticipated display upgrade or replacement	1 TAMR site receives display upgrade or replacement	Actual results will not be available until Jan-15
2014	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at each airport resulting in savings in terminal area delays.	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = Remaining portion of $27M.	Actual results will not be available until Jan-15
2014	Safety	*	*	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.	1 TAMR site identified for memory refresh.	1 TAMR site memory-refreshed.	Actual results will not be available until Jul-15t
2014	Safety	*	*	On time arrivals	TAMR contributes to the NAS goal of improvement in on-time arrivals	Improvement in on-time arrivals from 84.7% to 88.0% (% associated with TAMR)	Actual results will not be available until Jul-15

Table 1: Performance Information Table

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator	Baseline	Target	Actual Results
2014	Safety	*	*	Availability percentage defined as: Total available hours - (Total Outage Time - Code 62 Outage Time)/Total Available Hours	ARTS IIIE availability requirement: 99.95%; STARS, 99.996	Maintain average availability of 99.973+%?	Actual results will not be available until Sep-15.
2015	Safety	*	*	Number of sites that need hardware and/or operating system (OS) upgrades to accommodate anticipated traffic loads.	1-2 TAMR sites that will require hardware/OS upgrades to accommodate anticipated traffic loads.	2 of 6 TAMR sites receive system upgrades	Actual results will not be available until Jan-11
2015	Safety	*	*	Number of TAMR sites with display upgrade/replacement	next-to-last anticipated display upgrade or replacement	1 TAMR site receives display upgrade or replacement	Actual results will not be available until Jan-16
2015	Safety	*	*	Cost Avoidance based on avoiding capacity reductions at each airport resulting in savings in terminal area delays.	Reference Case (Do nothing scenario), operating costs would be avoided if new automation is placed in the nine sites.	Cost Avoidance = Remaining portion of $27M.	Actual results will not be available until Jan-16
2015	Safety	*	*	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.	1 TAMR site identified for memory refresh.	1 TAMR site memory-refreshed.	Actual results will not be available until Jul-16
2015	Safety	*	*	On time arrivals	TAMR contributes to the NAS goal of improvement in on-time arrivals	Improvement in on-time arrivals from 84.7% to 88.0% (% associated with TAMR)	Actual results will not be available until Jul-16
2015	Safety	*	*	Availability percentage defined as: Total available hours - (Total Outage Time - Code 62 Outage Time)/Total Available Hours	ARTS IIIE availability requirement: 99.95%; STARS, 99.996	Maintain average availability of 99.973+%?	Actual results will not be available until Sep-16

Part II: Planning, Acquisition And Performance Information

Section A: Cost and Schedule Performance (All Capital Assets)

1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline

Description of Milestones	Planned Cost ($M)	Actual Cost ($M)	Planned Start Date	Actual Start Date	Planned Completion Date	Actual Completion Date	Planned Percent Complete	Actual Percent Complete
(S25) Critical Design Review (CDR)	$5.0	$4.9	2007-01-11	2007-03-07	2007-01-12	2007-03-08	100.00%	100.00%
(S26,S36) Product Demonstration Decision & FAT	$4.3	$4.3	2007-04-17	2007-05-01	2007-04-18	2007-05-02	100.00%	100.00%
(S30) Development Test & Evaluation (DT&E)	$3.1	$3.1	2007-08-31	2007-08-13	2007-09-27	2007-08-29	100.00%	100.00%
(S31) Operational Test & Evaluation (OT&E)	$2.1	$2.2	2007-09-28	2007-08-30	2007-12-05	2008-01-23	100.00%	100.00%
(S35) Production Decision	$8.8	$8.7	2006-09-14	2006-09-14	2007-04-08	2007-08-06	100.00%	100.00%
(S41) Independent Operational Test & Evaluation (IOT&E)	$0.4	$0.5	2007-10-05	2007-09-06	2007-12-12	2007-11-05	100.00%	100.00%
(S43) In-Service Decision	$12.7	$12.5	2006-09-14	2006-09-14	2008-07-24	2008-07-24	100.00%	100.00%
(S-53) Last of 7 Sites Commissioning (IOC) - St. Louis	$16.7	$16.4	2006-09-14	2006-09-14	2008-07-24	2008-07-24	100.00%	100.00%
Pensacola TRACON IOC	$2.6	$2.6	2008-05-12	2008-05-12	2009-11-15	2009-10-24	100.00%	100.00%
West Palm Beach IOC	*	*	2010-11-01		2012-05-06		0.00%	0.00%
Technical Refresh 2010-2011	*	*	2009-10-01		2011-09-30		0.00%	0.00%
Technical Refresh 2012-2014	*	*	2011-10-01		2014-09-30		0.00%	0.00%
Technical Refresh 2015 and Beyond	*	*	2014-10-01		2031-09-30		0.00%	0.00%
Operations and Maintenance, 2008 and earlier	$8.3	$8.3	2006-10-01	2006-10-01	2008-09-30	2008-09-30	100.00%	100.00%

1. Comparison of Actual Work Completed and Actual Costs to Current Approved Baseline

Description of Milestones	Planned Cost ($M)	Actual Cost ($M)	Planned Start Date	Actual Start Date	Planned Completion Date	Actual Completion Date	Planned Percent Complete	Actual Percent Complete
Operations and Maintenance, 2009	$6.9	$6.9	2008-10-01	2008-10-01	2009-09-30	2009-09-30	100.00%	100.00%
Operations and Maintenance, 2010	$7.3	$4.9	2009-10-01	2009-10-01	2010-09-30		66.67%	66.67%
Operations and Maintenance, 2011	*	*	2010-10-01		2011-09-30		0.00%	0.00%
Operations and Maintenance, 2012	*	*	2011-10-01		2012-09-30		0.00%	0.00%
Operations and Maintenance, 2013	*	*	2012-10-01		2013-09-30		0.00%	0.00%
Operations and Maintenance, 2014	*	*	2013-10-01		2014-09-30		0.00%	0.00%
Operations and Maintenance, 2015 and Beyond	*	*	2014-10-01		2031-09-30		0.00%	0.00%

* - Indicates data is redacted.